



The China Mail

ESTABLISHED 1845

No. 15,395 HONGKONG, FRIDAY, JUNE 14, 1912 中華民國十一年六月十四日 號四十六百一千九百一第 第 400 \$ Per Month

WATSON'S
PRICKLY HEAT
POWDER.

Is prepared according to the prescription of a celebrated physician (an eminent authority on tropical ailments) and it embodies the latest ideas on the treatment of this distressing complaint.

Very Effective and Highly Recommended.

A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY.

ASAHI BEER



POPULAR

ASAHI BEER

OBTAINABLE EVERYWHERE.

SOLE AGENTS:
Mitsui Bussan Kaisha.
Hongkong, January 3, 1912.

SPORTING.

Billiards.

A return match between the Victoria Sergeants Mess and Lyemun Mess in the R.G.A. Sergeants' Mess Challenge Cup was played at Lyemun on Wednesday night. The former were again the victors, beating Lyemun by 31 points. Scores:—

VICTORIA.	LYEMUN.
Sergt. Keating 16	Sergt. Holliday 200
Sergt. Hinds 176	Sergt. Kenney 200
Mr. Gr. Muir 200	Sergt. Wheatley 177
Sergt. Wilson 200	Sergt. Dickerton 199
Mr. Gr. Fuller 200	Sergt. Erwood 132

Further progress was made last evening in connection with the Royal Engineer N. C. O.'s Mess Handicap. Stewart (100) was too good for Hall (50), beating him by 100 points. Stenham (100) beat Thornhill (100) by 63 points. This was a very even game up to about two-thirds of the distance when Thornhill went all to pieces.

George Boboe, the king of entertainers and the entertainer of kings, the popular idol of his day, and one who has made thousands of pounds, is now living in extreme poverty in Sheffield. George Boboe and his brother Jim introduced the banjo song and dance to England thirty years ago. He taught King Edward (then Prince of Wales) how to play the banjo, and for several years he was "the rage" as a variety entertainer.

Messrs. Quilliam, of Liverpool, solicitors, acting on behalf of the relatives of Thomas Hart, marine fireman, of Liverpool, supposed to have been lost in the Titanic disaster, have received a remarkable statement from his mother. She says that her son had arrived, and informs her that he had had his discharge book stolen from him. Some one evidently agreed to be the man with Hart's mother's card, and it was found that the man was indeed George Boboe.

Business Notices.

Ocean Non-Stop Run
636 miles to Manila.
100 Horse Power Motor Boats
BUILT BY
W. S. Bailey & Co., Ltd.

TELEGRAM
Received on 11 11 11 from LONDON

We beg to inform you **ROYAL WARRANT AWARDED** our Company for Milk.

MILKMAID **CONDENSED MILK.**
STERILIZED NATURAL MILK.
EVAPORATED CREAM.

On Sale at All Stores.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
SATURDAY, 15th JUNE.
8.00 A.M. FAIRHALL. 8.00 A.M. KINSHAN.
10.00 P.M. HONAM. 10.00 P.M. HONAM.
SUNDAY, 16th JUNE.
10.00 P.M. HONAM. 4.00 P.M. KINSHAN.

HONGKONG-MACAO LINE.
S.S. 'SUI TAI' Tons 1651. S.S. 'SUI AN' Tons 1651.
HONGKONG TO MACAO.
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.
Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. & 2 P.M. Sunday, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.
SUNDAY, 16th JUNE.
The Company's Steamship "HEUNGSHAN" will depart from the Company's WING LOK STREET WHARF at 8 A.M. Departure from Macao at 8 P.M. landing at Wing Lok Wharf.
N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 9 P.M.
FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. 'HOI-SANG' 487 Tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE SINGAPORE STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. 'SAINAM' 188 Tons, and S.S. 'NANNING' 566 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Canton via the Company's direct steamers 'LINTAN' and 'SANGUI' These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANHONG (Former Prince).
Opposite the Blake Pier.

CHEN KWONG & CO., LD.
GENERAL IMPORT & EXPORT.
CANTON'S LARGE WHOLESALE & RETAIL STORE.
FURNITURE, Draperies, Groceries, Boots and Shoes.
Makers of Jewellery, Lacquerware, Crochets, Wines and Spirits.
Foreign Goods, for gentlemen made to order by our own tailors.
Large assortment of Chinese Silks and Foreign Goods of every description.
All goods sold at reasonable prices.
The Cheong Cheong place in Canton to buy Chinese and Foreign Goods.
SUI YAT LOK STREET
CANTON
Canton, January 1912.

Business Notices.

Summer Requisites.
PRICKLY HEAT LOTION,
PRICKLY HEAT POWDER,
LAVENDER TALCUM POWDER,
MITCHAM LAVENDER SOAP.
\$1.00 Per Box of 3 Tablets.

INDIAN HAIR WASH
Being not only it is specially adopted for use during the Summer Months.

VICTORIA DISPENSARY.

MASSEY'S COMMERCIAL MAP & DIRECTORY.
NOW COMPILING
Advertisers and Residents:
HEADS OF BUSINESS HOUSES,
PROFESSIONAL MEN,
SECRETARIES OF CLUBS,
MANAGERS OF HOTELS,
PRINCIPALS AND MATRONS OF HOSPITALS,
and ALL RESIDENTS are requested to send in full particulars.

NAME.....
ADDRESS.....
TELEPHONE NUMBER.....
CABLE ADDRESS.....
TO THE DIRECTOR.
To.....
K. A. MASSEY,
33, KING EDWARD HOTEL,
HONGKONG, February 12, 1912.

THE LEEDS FORGE CO., LD., LEEDS.
Specialists in the Manufacture of RAILWAY BOILING STOCK of every description.
Pioneers in the design and manufacture of
PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL RAILWAY WAGGONS.
The undersigned have been appointed Sole Agents in Hongkong and China
The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd.
AGENTS, BUTTERFIELD & SWIRE
Hongkong, October 3, 1911.

THE HONGKONG HOTEL.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager.

PEAK HOTEL.
ADAMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Station, 1,400 feet above Sea Level.
Open to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent islands for many miles.
FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms—From \$5 per day (Max).
Town Office, 4, Des Voeux Road.
Hongkong, February 28, 1908.

GRAND HOTEL
No. 2, Queen's Road Central
A FIRST-CLASS AND UP-TO-DATE HOTEL.
ENTIRELY under European management. Situated in the most central position. Large and airy rooms, luxuriously furnished, Electric Light and Fans throughout. Superior arrangements of the latest pattern.
OUTSIDE UNDER EUROPEAN SUPERVISION.
Ladies' Attendants. Special rates for married families on application to the Manager.
CHARGES MODERATE.
F. REICHMANN, Proprietor.
Telephone No. 1994. Telegraphic Address 'Preston', Hongkong.
Hongkong, November 10, 1909.

ASTOR HOUSE HOTEL
QUEEN'S ROAD CENTRAL.
CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable rooms. Excellent cuisine. Under the supervision of an experienced French Chef.
FURNITURE and BEDS on application to PROPRIETORS.

THE GRAND CARLTON HOTEL
An Ideal Family Home where Living is a Real Pleasure.
FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT.
Noted for its First Class Cuisine and Perfection of Service.
Under the Personal Management of
O. E. OWEN.
Telephone No. 1119.

Business Notices.

GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT
In Casks of 57 1/2 lbs. net.
In Bags of 50 lbs. net.

Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO.
New Lingerie Gowns and Skirts
LATEST MODES.
NEW MILLINERY.
Dress Materials, Embroidered Robes,
Parasols, en tout cas, gloves, etc.
2, PEDDER STREET. Telephone 644.



REMINGTON TYPEWRITER—The experience of 35 years is BEHIND IT. The confidence of the business world is WITH IT. An ever widening field of usefulness is BEFORE IT.

SIEMSEN & Co.,
Sole Agents for
Hongkong, Canton, South China
and Formosa.

For Bathing Parties.
Blackberry Brandy,
Cherry Brandy,
Cherry Whisky,
Sloe Gin,
Cherry Gin,
Egg-nog.

CALDECK MACGREGOR & CO.
Sole Agents for
Blackberry Brandy,
Cherry Brandy,
Cherry Whisky,
Sloe Gin,
Cherry Gin,
Egg-nog.

Intimations.

G. FALCONER & CO., LTD.,
WATCH-MAKERS, JEWELLERS AND OPTICIANS.

GOLD WATCH BRACELETS.
BROOCHES, RINGS AND PENDANTS

GOLD AND PLATINUM SETTINGS.

Inspection Invited.

HOTEL MANSIONS: OPPOSITE NEW POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

Born on August 12, 1908.

1788

MEE CHEUNG & CO.,
ART PHOTOGRAPHER, ICE HOUSE LANE

SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs.

CAMERAS FOR HIRE

1788

WE solicit your kind patronage of our leading blends of
WINES AND SPIRITS.

ONLY the very best kept at prices that astonish our rivals.

A Trial will convince you that THE HOUSE that
supplies your needs is the

WING ON CO.,

TELEPHONE 1189.

CONNAUGHT ROAD.

First Floor, opposite 15, 1910.

1778

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS AND SHIPBUILDERS, BOILER-MAKERS, BRASS AND IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 439.
Shipyards, Sham-Sui-Po, Kowloon, Hongkong. Telephone No. K.8.
Estimates furnished on application.

Hongkong April 1, 1912.

WONG PING WA, Manager.

456

Weismann, Limited.

Bakers Confectioners, Caterers,
Restaurateurs.

4, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910.

269

WHITE ANTS.

AVENARIUS CARBOLINEUM

THE BEST

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND

LASTING PROTECTION

AGAINST

WHITE ANTS.

GOVERNMENTS AND OTHER TESTIMONIALS.

SOLE AGENTS:

MELCHERS & CO.

THE CHINA MAIL

COMBINED COLOURED

TYPHOON MAP & GUIDE

Showing tracks and daily progress of the big Typhoons
during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 40 cents.

From the CHINA MAIL Office.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTARE, YO-
SHINOTANI, HOJO, KANADA,
NAMAZUTA, SATO, SHINNEW
and KAMIYAMADA Collieries.

AGENTS for KINSHIDAKE & SAKITO
COALS.

HEAD OFFICE—TOKYO.
BRANCH OFFICES—

Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka, Otsu,
Shanghai, Hongkong, Hankow.

TEL. ADDRESS for above: 'IWASAKI.'
Code—A1, ABC 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &
Co.

MANILA: Messrs Macondray &
Co.

SINGAPORE: Messrs Borneo Co
Ltd.

For particulars, apply to

Y. SHISUYA,

Manager,
No. 2, PADANG STREET,
HONGKONG.

818

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

THE TWENTYNINTH ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the Company's Office, St. George's
Buildings, 8, Connaught Road, Victoria,
on SATURDAY, the 22nd June, 1912, at
Noon, for the purpose of receiving a State-
ment of Accounts and the Report of the
General Manager for the year ending 31st
December, 1911, and electing a Consulting
Committee and Auditors.

The TRANSFER BOOKS of the Com-
pany will be CLOSED ON WEDNES-
DAY, the 19th June to SATURDAY, the
22nd June, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, June 11, 1912.

781

PROPERTY INSURANCE CO.,
LTD. OF LONDON

(FIRE DEPARTMENT).

THE Undersigned, having been Appoint-
ed GENERAL AGENTS of the
above Company for Hongkong and the
Dependencies, are prepared to accept
approved risks against Fire at current
rates.

MOW FUNG & CO.,
General Agents.

Hongkong, May 1, 1912.

615

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE UNITED STATES.

CONDITIONS, OUTGO, AND PROFIT.

Not only is labour good, reliable, and
abundant, but to the natural advantages
of coal and iron being found close to-
gether and near to either convenient sea-
ports or to the great inland waterways,
should be added the zest with which
electricity labour saving devices are being
introduced. I could write much on the
coal mines near Hankow or the even
richer ones in Chihli Province near Tien-
tsin or the great anthracite beds in
Honan or the fine steam coal of Anhui—
but I will merely give a brief descrip-
tion of the now famous coal mines which
are worked by the South Manchuria
Railway Company near Fushun in Man-
churia.

This coalfield seems to have been
known and worked with quite scientific
means, ages ago, by some prehistoric
non-Mongolian race and then when this
region came into Chinese possession,
owing to superstitious fears, it was not
touched until the Russians, for a con-
siderable sum, obtained a concession,
which, later, reverted with the railway to
Japan. Here we have, lying from 800ft.
to 1,000ft. below the surface, an almost

unlimited supply of coal.

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owing to superstitious fears, it was not
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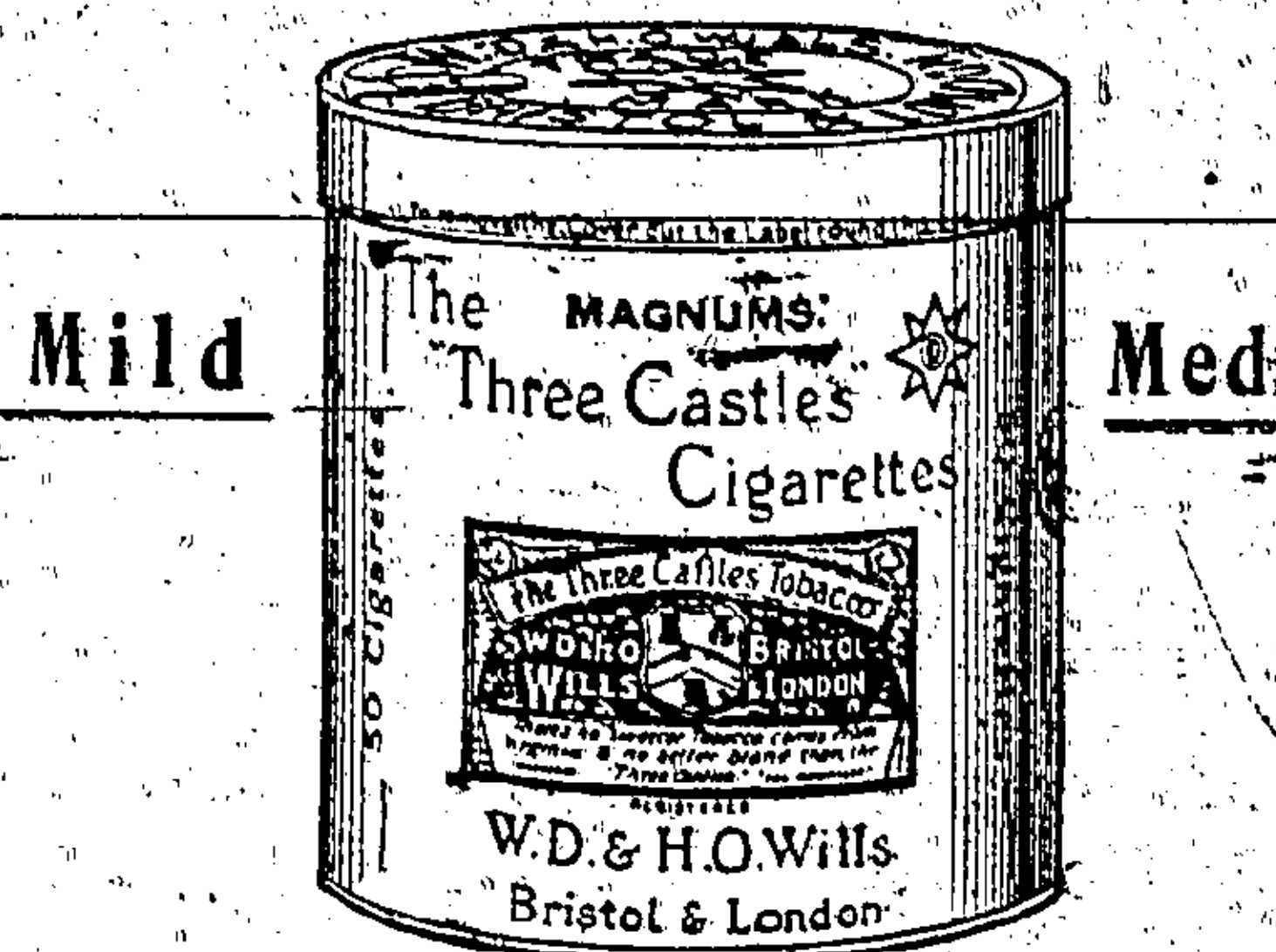
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A Success Based on Excellence.
"THREE CASTLES"
CIGARETTES.



Mild Medium
MAGNUMS
In 20's Packets or 50's Air-Tight Tins.

Manufactured IN BRISTOL from the finest grades of Virginia Tobacco with all
the skill which W. D. & H. O. WILLS have acquired during the 200 years which have
elapsed since their business was established. They have a value which convinces the
smoker, because they are the result of expert choosing and handling from Tobacco field
to the packet or tin.

COAL IN CHINA.

Wealth of the Fushun Field.

For the past six years, writes a cor-
respondent of "The Times," the Chi-
nese revolution has been very much awake,
and the revolution is but the beginning
of a new era. The Chinese have given
earnest of talents and powers, for which
few would, ten years ago, have hardly
given them any credit. Previous to the
great revolution there had been a force
at work uniting and consolidating the
widely distinct peoples. Western nations
have not really, as yet, understood the
Chinese people, and coming in close
contact with, one might say, semi-
Chinese of the South, whilst the much
finer, physically, real Chinese in the
North were less known. In any case the
potential wealth of China is so enormous
and her people are so industrious that
now, with better education and a new
Government, up-to-date ideas are per-
meating her ranks, she must become a
most important factor in the economy of
the world.

As a business man, a mechanic or
labourer, the Chinese can quickly learn
and soon hold his own with the best.
Millions of lads and young men in
China, as in Japan, thanks to the new
systems of education and physical exer-
cises, are developing into fine speci-
mens of the human race as one can meet,
and these will soon open up and develop
the well-known mineral wealth and other
resources of their highly-favoured land.
Especially abundant are the supplies of
all kinds of coal and anthracite. The
Far East must very soon have such quan-
tities of coal as will swamp the European
and American markets that are in any
way open to competition. Considering
their respective needs, and the cost of
living the modern mine is by no means
unjustly treated, and they will
improve more and more as their markets
increase.

CONDITIONS, OUTGO, AND PROFIT.

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Intimations.

JUST RECEIVED.

EGYPTIAN CIGARETTES, Jupiter Gold Tipped box of 100...	1.50
DECORATED TINS	1.30
CIGARETTES D. M. C.	0.95
Cork Tipped box of 100...	1.70
Gold	1.00
Plain	1.00
BEST HOLLAND CIGARS, Beta Victoria	2.50
Flora Flax	2.00
Delicio	2.25
Progress	1.25
Esperanza	1.75
Amorosa	1.90
Dutchman	3.00

FRENCH STORE,

6, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, April 19, 1912.

TABLETS PYN-KA TINS
5 cts. METAL POLISH. 5 cts.

For cleaning all kinds of Metals, Silverware, Glassware, etc. Makes everything new. In Tablets, Paste and Liquids. The finest polish on the market. Stocked by all the principal stores, including The Sincere Co., Wing On Co., Civil Service Store, Kwong Yee, Cheong Yee, Kung Yee, etc. Sole Agents for South China.

H. STEPHENS,

19, QUEEN'S ROAD CENTRAL.

ASK FOR A FREE SAMPLE.

Hongkong, April 17, 1912.

PARIS TOILET,

No. 15, QUEEN'S ROAD CENTRAL, HONGKONG.

(UNDER THE ASTOR HOTEL)

HAIRDRESSING SALOONS FOR LADIES AND GENTLEMEN.

MANUFACTURERS OF SEVES DES ALPES, pronounced by those who use it the best Emulsion to prevent falling out of hair. SEVES DES ALPES is a tonic, cleansing, invigorating preparation; causes the hair to grow luxuriantly, keeps it soft and pliant, imparts to it the lustre and freshness of youth, prevents hair from falling, is the most cleanly of all hair preparations, and is perfectly harmless.

J. O. SCIESS,

Hongkong, April 30, 1912.

Protect Your Eyes.
SUNGLASSES and GOGGLES
OF ALL SHAPES AND SHADES
NEW STOCK.

J. ULLMANN & CO.

Jewellers, Watchmakers and Opticians,
CORNER OF FLOWER STREET.

DINNEFORD'S

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

MAGNESIA

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver, Temporary Congestion arising from Alcoholic Beverages, Errors in Diet, (Eating or Drinking.) Bilemiasis, Sick Headache, Giddiness, Oppression or Feeling of Melancholy, Vomiting, Heartburn, Sourness of the Stomach, or Constipation. It is a Refreshing and Invigorating Beverage, most Invaluable to Travellers, Emigrants, Sailors, and Residents in Tropical Climates.

ENO'S 'FRUIT SALT' assists the Functions of the Liver, Bowels, Skin, and Kidneys by Natural Means; thus the blood is freed from poisons or other impurities, the formation and great danger of Gout, Fever, Warty, Blood, and other diseases, is lessened, and the system is kept in the most perfect health. It is a household remedy, and is sold in every bottle and box.

Prepared only by J. C. ENO, 'FRUIT SALT' WORKS, LONDON.

Sole Agents for Hong Kong and Shanghai: THE CHINA MAIL, LTD.

THE CHINA MAIL, LTD

UNDERTAKES ALL SORTS OF ARTISTIC JOB-PRINTING

such as INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUSES, WINE LABELS, ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE

6, Wyndham Street.

European Supervision

Moderate Prices

NEW BOUTLER'S LOCK.

Electrical Conveyor for Pants and Skirts.

Boutler's, the most famous lock on the river Thames, has been rebuilt and enlarged. During two months, the old lock has been pulled down, a great deal of extra excavation has been done, and the new lock has been constructed. The old lock was about 153ft. long and 13ft. 9in. wide. The new is about 200ft. long, with a clear width of 21ft. 4in. It has been built with an additional pair of gates, in two sections, the smaller lock at the upper end being 64ft. long, and the second lock having a length of 136ft. When there are only a few boats on the river the smaller lock will be sufficient. At busier times both sections will be brought into use.

In addition, a boat conveyor has been constructed. This is the most interesting innovation, there being nothing else like it on any river either in this country or abroad.

It is similar in principle to a moving staircase. A platform runs on rails, and by a novel arrangement of wheels, the boats will be kept on practically an even keel during the whole of their transit. Instead of the old method of taking boats over the rollers, skids and punts will be able to float on to the conveyor, and will be automatically carried over and launched on the other side.

The conveyor, which is 190ft. long, and will take three or four boats at a time, crosses the down stream end of Ray Mill island, and the old mill that formerly stood there has been pulled down, and this new electrical contrivance, the first of its kind in the world, goes practically through the spot where the mill used to be. This, however, just the end—the only part of the beautiful river island that has been interfered with.

An attendant will be in charge of the conveyor to take the tolls and render any necessary services. A gangway is being constructed at the side. The conveyor is not quite complete at the present time, but it will be in readiness, it is hoped, for the coming boating season.

GIRLS' EDUCATION.

Swiss Scheme for Learning "Men's" Trades.

Under the title "Cantonal Berna" numbering seventeen, and representing Frauenvereine (a Swiss society of ladies, all parts of the Canton of Bern, has just been formed in the Swiss capital to carry out a somewhat original scheme on behalf of girls and women.

The object of the society is to prevent girls entering factories, cafes, and trades which are already overcrowded with women workers, and where the wages are therefore cut down to the lowest limit. The Berna society wants girls to learn "men's" trades and to become bookbinders, carpenters, sign-painters, chemists, farmers, masseurs, travellers, etc. Girls are also advised to enter these businesses not only because they would be better paid and become independent, but also because they would be of great help to their future husbands, when the girls, it is recommended, should choose from among their own trade or profession.

If such a policy was pursued and successful there would not be so much demand for "dolls," the trained woman and man being on an equal footing, each bringing perhaps equal knowledge and experience in their trade into the marriage contract. The girls who decided to enter a certain trade or profession would be obliged (through their parents) to serve an apprenticeship of two or more years as required. The financial part of the scheme has not been made known but as the promoters are chiefly wealthy and influential women this becomes a secondary question.

The society has already approached the Cantonal Government to assist it, and the scheme has been favourably received by the authorities. Circulars have been sent out to all the pastors, schoolmasters, and mistresses and all those interested in women's work in the Canton asking for their assistance to aid the scheme, which is likely to be a success under such patronage.

MY BOY.

Who is it chases sleep away,
A Hebe heralding the day,
With grateful whisky on the tray?

My boy.

Without whom could I not exist?
Whom have I twenty times dismissed?
Who neither needs my foot nor fist?

My boy.

Who packs just what he feels inclined,
Who has a most ill-balanced mind?
Who leaves my evening 'trous' behind?

My boy.

Ten dollars missed, I fear the worst;
Who is it moans my temper's burst?
With bland regard, 'The conscience' cur?

My boy.

Who stands reproaches like a sheep,
As humble as a Irish Heep?
Who longs to slay me in my sleep?

My boy.

Who has me underneath his thumb?
With whose name I've said I'm dumb?
I'll tell you—but the word is 'dumb'.

My boy.

Who follows, Foreign Look among,
On dollars from their pockets wrung?
Who is the biggest rogue among?

My boy.

From 'Quam' (Shanghai).

Hotels.

THE
STATION HOTEL,
NATHAN ROAD,
KOWLOON.ELECTRIC LIGHT AND FANS,
BATH-ROOM IN EACH ROOM.

Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS,
BILLIARD ROOM,
Private Dining Room,
EXCELLENT CUISINE.For Particulars apply to
THE MANAGER.Tel. No. K129. Telex Address: 'TELMOTEL'.
Hongkong, Feb. 27, 1912.BRASSIDE
PRIVATE HOTEL.STANDING in its own grounds with
Tennis and Croquet Lawns, Large
Aid and Well Furnished Rooms, Every
home comfort. Fine View of the Harbour.
Telephone No. 880.
Apply to Mrs F. W. WATTS,
'Brasside', 20, Macdonnell Road,
Hongkong, September 2, 1908.KINGSLERE HOTEL,
HONGKONG.UNRIVALLED position in the Hill
district, overlooking the Botanical
Gardens and facing the Harbour.
Numerous quiet Suites with luxuriously
fitted Bathrooms, Telephones and Electric
Fans.
Telephones in Bedrooms and Sitting-rooms
throughout.
Telephone No. 1122.
Cable Address: 'Sachala'.
A.B.C. Code 5th Ed.
Hongkong, September 1, 1908.

KING EDWARD HOTEL

A
HIGH-CLASS HOTEL.UNDER ENTIRELY NEW MANAGE-
MENT.

THOROUGHLY RENOVATED.

LOW TERMS.

EXCELLENT CUISINE.

H. HAYNES, Manager.

Hongkong, October 2, 1908.

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAILY.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

7.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
7.30 a.m. Sunday.

NIGHT CARS on Week Days.

Extra Cars at 11.45 p.m.

SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
One Victoria Road Central.JOHN D. HUMPHREYS & SON,
General Managers.MARTIN'S
APOLASTEL
PILLS.

A French Preparation for the Treatment of
Gout, Rheumatism, Gravel, and all
the various forms of Urinary Affections.
It is a powerful and reliable remedy,
and is sold in every bottle and box.

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NOTES ON WILD LIFE IN
HONGKONG AND SOUTH
CHINA.

By the Rev. G. A. HUNTER, M.A.

To be had at the 'China Mail' Office.

Price, 1/6 each.

SHIPPING.

Latest Steamer Movements.

(Exclusive of Movements reported to-day.)

OSAKA S. S. C.

Achilles, A. Home May 31.

Amagasaki, A. Home May 11.

Aja, L. Yama H. June 15.

Alcina, A. Home June 3.

Antenor, L. Bahia H. May 9.

Antiochus, L. H.K. O. June 13.

Bellerophon, L. Tacoma June 13.

Calchas, L. Spore H. June 13.

Cyclops, A. Tacoma June 8.

Dardanus, L. Home June 11.

Diomed, P. Canal O. for S'hai May 23.

Idomeneus, L. Spore for N'aki June 6.

Lachar, L. Liverpool June 8.

Lachar, L. Home June 11.

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E. F. Ferdinand, L. Spore H. June 10.

Koeber, A. Trieste May 18.

Silesia, P. Canal O. May 17.

Ferdia, L. H.K. O. May 30.

Vorwarts.

BANK LINES.

Duncker, A. Spore for Capetown June 8.

Hercules, L. Yama for Kobe June 12.

Orester, A. Manila for Seattle June 11.

Rygg, L. Portland for Yama June 5.

GLAN LINES.

Glanak, A. Yama O. May 29.

Glanak, L. Spore H. May 18.

Glanak, A. Home May 10.

Glanak, P. Canal O. June 11.

Glanak, A. H.K. O. June 17.

Glanak, L. H.K. H. June 7.

Glanak, L. Home June 7.

DEN LINES.

Denaker, L. Spore H. May 14.

Denaker, A. H.K. O. May 10.

Denaker, L. Home June 4.

Denaker, L. H.K. for N'aki May 24.

Denaker, P. Canal O. May 21.

Denaker, L. Home June 14.

CANADIAN PACIFIC R. CO.

Empress of India, A. H.K. June 13.

Empress of Japan, A. Yama June 13.

Montezuma, L. Yama for Vancouver June 5.

PACIFIC MAIL.

China, A. Yama from Honolulu June 17.

Korea, A. H.K. from Manila June 10.

Manchuria, L. H'olulu for Yama June 12.

Mongolia, A. Frisco June 17.

Nile, A. Frisco June 11.

Persia, L. S'hai for N'aki June 14.

Siberia, L. Kobe for N'aki June 14.

TOTO KIRY KIRIA.

Chiyo Maru, L. Frisco June 15.

Hongkong Maru, L. Moji for South America June 14.

Nippon Maru, L. Honolulu for Frisco June 15.

Shinyo Maru, A. H.K. June 14.

Tanyo Maru, L. Yama for H'ulu June 15.

H. = Homeward. P. = Passed.

O. = Outward. H.K. = Hongkong.

L. = Leaves on Left. A. = Arrives or Arrived.

Garner, Quelch & Co.,

WINE MERCHANTS.

Des Voeux Road.

TELEPHONE 636.

Supply the highest quality Wines, Spirits, Oigars and Cigarettes obtainable, consistent with price! All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, December 15, 1911.

2 Extremes

FACE THE PROSPECTIVE PURCHASER OF A TYPEWRITER.

He may buy one of the cheap toys which yield a semblance of typing for eight months or a year, when he consigns it to the scrap heap—

He may spend £30/30 for a heavy, highly complicated machine, possessing many "improvements" which he does not require, so elaborated and complex that it is in the repair shop half the time.

THE GOLDEN MEAN

THE IMPERIAL TYPEWRITER

which provides, AT MODERATE COST, every ESSENTIAL modern improvement, in a SIMPLE, STRONG, LIGHT Machine, which does beautiful work and is one of the fastest and most durable writing machines in the world.

The Machine that has made the high-priced Typewriter a fad.

Sold by **KELLY & WALSH, LTD.** and **HARRY WICKING & Co.,** Sole Agents for China.

FINANCES FOR 1911.

At to-day's meeting of the Legislative Council a report on the finances for 1911 was presented.

A section of the report stated that the totals of revenue and expenditure for the last three years was—

1909 1910 1911.

Revenue ... 6,822,067 6,960,860 7,497,231

Expenditure ... 6,542,830 6,907,313 7,077,177

Surplus ... 280,128 1,053,547 1,420,054

The surplus of £420,054 added to the balance at end of 1910, viz., £1,406,925, gives a total balance at credit on 31st December, 1911, of £1,826,979.

The total Assets on that date were \$5,806,639 and the Liabilities \$3,979,660.

TOTAL RECEIPTS AND PAYMENTS.

The Total Receipts and Payments accounted for by the Treasury during the year came to \$11,667,082 and \$11,500,336 respectively; the figures in excess of those for Revenue and Expenditure relating to transactions under the heads of Deposits, Advances, Railway Construction, etc.

GENERAL REMARKS.

The average rate of exchange for the year was 1s. 9½d.

The stock of Subsidiary Coins on the 30th December was \$320,873—valued in the Treasury Books at \$208,424—of which about \$108,000 (nominal) were copper cents the rest being silver, mainly ten-cent pieces. Discount written off the stock was taken at 10 per cent. in case of silver and about 5½ per cent. in case of copper.

An Ordinance was passed, No. 65 of 1911, enabling the Mercantile Bank of India to issue Bank Notes on certain conditions, chief of which is the deposit of security to the value of the issue, but no notes have yet appeared.

The circulation of notes of the Hongkong and Shanghai, and Chartered Banks was \$27,732,229 in the last month of the year.

During 1911 the Stamp Law was revised by the passing of Ordinances Nos. 34 and 35 which were subsequently slightly amended by Ordinances Nos. 55 and 56 respectively and changes were made in the rules for stamping Bills of Exchange whereby postage stamps are not now valid for such purpose.

THE PAYMENT OF TROOPS.

PEKING, May 31.

Last night's "Official Gazette" published the following statement of expenditure from the advance of Ts. 1,500,000 taken up from the International Group in Peking on Saturday last.

Converted into Peking taels the advance amounted to Ts. 1,497,411.51.

From this the following disbursements have now been effected—

Salaries of Wang Wei Chun troops (April) ... 20,000

Soldiers' uniforms ... 20,000

Salaries of Kung Wei Chun troops (May) ... 50,000

Salaries of Divisions under the Lu-chunpu ... 500,000

Salaries of Divisions under the President ... 235,000

Salaries of Wu Wei-chun, Left Division (April) ... 40,000

Salaries of Wu Wei-chun, Left Division (May) ... 20,000

Uniforms for Imperial Guards ... 20,000

Salaries of Imperial Guards for May ... 40,000

Salaries of Imperial Military Council Office (April) ... 10,000

Police salaries (April) ... 20,000

Police under Board of Interior ... 60,000

Police under Military Office ... 10,000

Police under the Wu Wei-chun ... 20,000

General Staff salaries ... 3,500

Old Police under Military Office ... 10,000

Bannermen ... 339,961

Imperial Installation (for the Emperor) ... 10,000

A note is added stating that Ts. 1,500 remains outstanding, due to the Navy Department.

A HOUSEHOLD NECESSITY.

IT ALWAYS has a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house, in what people all over the world say is "what it has once been used." A trial of this medicine proves to be so satisfactory that it always holds an honored place in the home ever after. One does not promptly relieve cramps in the stomach, colic and dysentery. Try it.

For sale by all Chemists and Dispensaries.

The Man Who Gets There

Is the man who has blood—real rich red blood—plenty of it—in his body.

WATERBURY'S METABOLIZED COD-LIVER OIL COMPOUND

makes blood—lots of it—life-giving, brain-nourishing, strength-replenishing blood.

OF ALL CHEMISTS.

His Britannic Majesty's Ships on the China Station.

Name	Class	Tons	Guns	H.P.	Commander	Last report at
Abercrombie	despatch-boat	1700	12	2000	Comdr. C. L. Lamb	Hongkong
Admiral	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Fitchard	Kiukiang
Britomart	river gunboat	710	2	900	Lt.-Comdr. W. H. Darwall	Hankow
Cadmus	sloop	1076	6	1400	Comdr. H. P. E. T. Williams	Hankow
Cambrian	cruiser	4380	—	—	Capt. J. Drummond	Hankow
Chamb	water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	sloop	1070	6	1400	Comdr. H. R. Vele	Canton
Defence	cruiser, 1st class	14,600	—	—	—	Hongkong
Fame	torpedo boat destroyer	360	6	5700	Lt.-Comdr. H. S. Monroe	Hongkong
Flora	cruiser, 2nd class	4380	10	7000	Capt. O. F. Corbett, M.V.O.	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. E. Boddam-Whelham	West River
Janus	torpedo boat destroyer	280	6	3800	Lt.-Comdr. Maxwell	Szatkow
Janet	cruiser, 1st class	9000	14	22,000	Capt. A. T. Hunt, C.S.I.M.	Amoy
Kinsha	river gunboat	618	4	1300	Lt.-Comdr. H. D. Marryat	Yangtze
Merlin	sloop	1040	—	—	Capt. F. C. C. Pasco	Surveying duty
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. G. O. Cayley	Hongkong
Monmouth	cruiser, 1st class	9800	—	22,100	Capt. B. H. F. Barttelot	Shanghai
Moorehead	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	cruiser, 2nd class	4800	—	—	Capt. G. P. E. Hunt, D.S.O.	Shanghai
Nightingale	river gunboat	83	2	240	Lt.-Com. Malcolm Murray	Yangtze
Other	torpedo boat destroyer	350	6	5300	Comdr. Seymour	Hongkong
Pegasus	cruiser	2138	—	—	Capt. F. H. Mitchell	Shanghai
Prometheus	cruiser	2138	—	5000	Comdr. F. H. Mitchell	Hongkong
Ribbie	torpedo boat destroyer	500	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Shanghai
Rosario	depot ship, submarines	930	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	83	2	240	Lt.-Com. Allan Dixon	West River
Sandpiper	river gunboat	83	2	240	Lt.-Com. I. A. S. H. Hutton	West River
Snake	river gunboat	83	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze
Taku	torpedo boat destroyer	350	6	5300	Comdr. Brickenden	Hongkong
Tamar	receiving ship	4650	6	—	Commodore C. J. Eyles	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. S. Cottrell-Dormer	Hankow
Urk	torpedo boat destroyer	500	—	7500	Comdr. B. W. Bluest	Shanghai
Waterwitch	surveying ship	620	—	450	Lt.-Comdr. H. D. Adair-Hall	Hongkong
Welland	torpedo boat destroyer	580	—	7500	Lt.-Comdr. F. A. Reyne	Hongkong
Whiting	torpedo boat destroyer	360	6	5900	Comdr. C. B. Hartford	Shanghai
Widgon	river gunboat	195	2	800	Com. M. H. Wilding	Keelung
Woodcock	river gunboat	150	2	500	Lt.-Com. M. Blackwood	Yangtze
Woodhawk	river gunboat	150	2	500	Lt.-Comdr. G. F. A. Mulock	Yangtze
36	submarine	—	—	—	Lt. C. Godfrey Herbert	Hongkong
37	submarine	—	—	—	Lt.-Comdr. A. A. L. Fenner	Hongkong
38	submarine	—	—	—	Lt.-Comdr. J. R. A. Codrington	Hongkong
035	torpedo boat	—	—	—	Lt. Comdr. Woodward	West River
037	torpedo boat	—	—	—	Lt. Comdr. Murphy	West River
037	torpedo boat	—	—	—	Lt. Comdr. Nicol	West River

* Flagship of Vice-Admiral Alfred L. Wintles, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and description	Tons	Guns	H.P.	Captains	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Nauts	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kleber	French armoured cruiser	9730	12	19,800	Capt. Gouts	Saigon
Decidie	French gunboat	745	10	1700	Lieut. Vandier	Saigon
Argus	French river gunboat	180	8	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jervillier	Canton
Paiho	French gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Duteemps	Tchong-Kin
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Boileux	Saigon
Protes	French sub-marine	—	—	—	Lieut. Boileux	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Herbville	French destroyer	—	—	—	Capt. de Frigate Rouisen	Hankow
Pistolet	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Mouquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon
* Flagship of Capt. (Commodore) Boucaut, Commanding the local defence, Indo-China.						
Emden	German cruiser	3600	22	13,500	Capt. v. Rostoff	Tsingtau
Gazisau	German armoured cruiser	11,600	36	23,000	Captain v. Useler	Tsingtau
Ilde	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tsingtau
Leipzig	German gunboat	3250	24	11,000	Capt. Behncke	Tsingtau
Luha	German gunboat	900	10	1350	Comdr. Bendemann	Tsingtau
Nürnberg	German cruiser	3400	22	13,200	Capt. Monberger	Tsingtau
Ötting	German river gunboat	—	—	—	Capt. Lieut. Japitz	Yangtze River
Scharnhorst	German flag-ship	11,600	36	23,000	Capt. Rosing	Shanghai
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Berenberg	Tsingtau
Taku	German torpedo-boat	280	4	6000	Obli. z. S. Classen	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Luppe	Tsingtau
Tingtau	German river gunboat	223	4	1300	Capt. Lieut. Frir. Fircks	Canton
Vaterland	German river gunboat	223	4	500	Obli. z. S. Print	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Misao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patriz	Portuguese gunboat	700	—	—	Captain J. Milheiro	Timor
Albany	U.S. protected cruiser	3430	10	7500	Com. M. L. Bristol	Olongapo
Bainbridge	U.S. torpedo-boat-destroyer	420	7	8000	Lt. C. S. Graves	Yangtze River
Barry	U.S. torpedo-boat-destroyer	420	7	8000	Lieut. R. Hill	Yangtze River
Callao	U.S. gunboat	243	8	250	Lieut. Stuart W. Calk	Canton
Chamney	U.S. torpedo-boat-destroyer	420	7	8000	Lieut. F. J. Fletcher	Yangtze River
Cincinnati	U.S. protected cruiser	3183	11	10,000	Comdr. S. S. Robinson	Shanghai
Dale	U.S. torpedo-boat-destroyer	420	7	8000	Ensign J. L. Oswald	Olongapo
Decatur	U.S. torpedo-boat-destroyer	420	7	8000	Lieut. B. H. Green	Yangtze River
El Cano	U.S. gunboat	620	4	600	Lt. Comdr. V. S. Houston	Yangtze River
El Comandante	U.S. gunboat	1392	8	1888	Comdr. R. H. Jackson	Yangtze River
El Morro	U.S. station ship	1800	6	1100	Chief Gunner J. Mitchell	Olongapo
El Monitor	U.S. monitor	3090	6	3000	Lt. E. P. Swan	Olongapo
El Monitor	U.S. monitor	4084	4	6277	Commander H. A. Wiley	Szatkow
El Monitor	U.S. gunboat	243	8	—	Lieut. C. A. Woodruff	Cayte
Pampanga	U.S. sea-going tug	334	2	1800	Lieut. B. W. Wallace	Hongkong
Piscataqua	U.S. gunboat	3087	—	—	Lieut. R. V. Lowe	Shanghai
Pompey	U.S. gunboat	3087	—	—	Lieut. R. V. Lowe	Shanghai
Quincy	U.S. gunboat	3087	—	—	Lieut. R. V. Lowe	Shanghai
Rainbow	U.S. cruiser	4380	14	1800	Lt. Comdr. A. W. Mitchell	Canton
Ramsey	U.S. gunboat	243	8	250	Lt. E. D. Washburn, Jr.	Ichang
Saratoga	U.S. armoured cruiser	6118	14	17,401	Comdr. H. A. Bingham	Wusung
Villalobos	U.S. gunboat	379	8	208	Ensign H. A. McClure	Yangtze River
Wilmington	U.S. gunboat	1397	8	1888	Comdr. W. A. Edgar	Hongkong
Wilmington	U.S. tug	402	—	650	Chief Boatswain E. Z. Badoir	Hongkong
* Flagship of Rear-Admiral Reginald F. Nicholson, Commander China Squadron.						
* Flagship of Rear-Admiral Joseph B. Murray, Commander-in-Chief, United States Asiatic Fleet.						
VESSELS TEMPORARILY ON ASIATIC STATION.						
Colorado	U.S. armoured cruiser	12,630	15	23,000	Capt. W. A. Gil	Olongapo
California	U.S. armoured cruiser	12,630	15	23,000	Capt. W. A. Gil	Olongapo
West Virginia	U.S. armoured cruiser	12,630	15	23,000	Capt. W. A. Gil	Olongapo
* Flagship of Rear-Admiral W. H. Southern.						

THE YOKOHAMA SPECIE BANK LTD.

ESTABLISHED 1890.

AUTHORIZED CAPITAL—Yen 48,000,000.00
PAID-UP CAPITAL—Yen 30,000,000.00
RESERVE FUND—Yen 17,500,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS AT

ANTUNG-HAIEN NAGASAKI

BOKEAY NEW-YORK

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HANKOW HONGKONG

HONGKONG HONGKONG

Kobe SHANGHAI

Watson's Specialities

Pyeris

Sparkling Mineral Water.

Dry Ginger Ale

Most refreshing and palatable.

Stone Ginger Beer

Brewed from the finest Jamaica Ginger.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

JUST ARRIVED.

DEATH.

On June 12th, 7.10 p.m. at the Civil Hospital, John Byron Scott, of Hongkong. Aged 50 years.

NEW
VICTOR-VICTROLASand
New Victor
Records.Inspection
Invited.

S. MOUTRIE & CO., LD.

SOLE DISTRIBUTORS.

Hongkong, April 16, 1907

Powell's

TELEPHONE 346.

Ladies' Department.

NEW
DELIVERYOF
MILLINERYAND
Ready-to-Wear
HATS
THE VERY LATEST
MODELS.

Wm. Powell, Ltd.

More than two years after their inception, the improvements in the interior arrangements of Buckingham Palace have just been completed. The principal alterations have been a complete installation of the electric light throughout the buildings. When the famous chandeliers originally used for burning wax candles having been transferred into electric lights. Passenger lifts for the use of Royalty and their visitors have also been erected in both the north and south wings.

UNIFORMLY SUCCESSFUL
NEW, if any medicine has met with the uniform success that has attended the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. The remarkable cures of colic and diarrhoea which it has effected in almost every neighbourhood have given it a wide reputation. For sale by all Chemists and Storekeepers.

city of very stringent regulations and indeed eloquently argued, that the Colony is by no means a suitable place for motor cars. It may be stated that the accidents were due to the inexperience of the driver, and we are willing to believe that to a certain extent is likely to have been the case. Nevertheless, it cannot be doubted that many of them were very probably due to nothing more or less than the unsuitable nature of the roads—unsuitable for the cars to make their way without mishap and unsuitable for people to get clear of any kind of rapidly driven traffic in the circumstances. It is therefore apparent that there is every reason for stringent regulations to be put into operation and those which have been issued seem to us to answer the purpose admirably.

NEWS OF THE DAY.

Then German Mail of the 15th May was delivered in London on the 13th June.

A new Republican dollar, with a figure of Dr. Sun Yat-sen in a pilot jacket on the obverse side, has been struck at Nanking.

The great demonstration convened for the purpose of protest against Home Rule is to be held to-night in the Royal Albert Hall, London.

The fire station received a call at 4.15 this morning and turning out found that a telephone message which should have announced the bursting of a fire hydrant in Square Street had been wrongly transmitted.

The Liverpool steamer Dacre Castle, on a voyage from New York to Manila, went ashore in the Red Sea on May 15. Word of the disaster was conveyed to Port Said and the salvage steamer Protector was sent to her assistance.

It is reported from Washington that a new cooling station is about to be established at Kiska Island, the most westerly of the Aleutian group. This news comes following the announcement that the cooling station at Sitka is to be abandoned. The new station is a thousand miles nearer Japan than is Honolulu.

A petition is said to have been submitted to General Li on behalf of the fallen soldiers during the revolution at Hankow. It asks for a public place of two miles square at Hankow River station (Kilom. 10). This shall be created into a public park, and in the midst all the fallen soldiers will be buried.

Two steamers, the Glenstrae and Andalusia, have between them shipped nearly 6,000 tons of bean oil at Dalry for Europe. The Glenstrae loaded 28,000 cases and 905 barrels on May 28 for London and Antwerp, while the Andalusia, which followed a few days later, shipped 28,000 cases and 100 casks for Sweden.

The China Navigation steamer Yunnan went ashore on Everlasting Point in Newchwang river on May 11, but was refloated without assistance shortly after. It was found, on soundings being taken, that considerable silt had taken place on the point and on the bank to the westward, the eleven-foot contour having shifted considerably further out.

The sale is reported to Japanese of the China Navigation steamer Shantung, which is at present engaged on a charter between Moji and Hongkong, with delivery at Kobe on the expiration of her charter. The Shantung, which is a steel vessel of 2,807 tons gross, was built in 1892 by Messrs W. Gray and Co. of West Hartlepool, with dimensions 304.4 by 41.1 and 19.1.

At the Hotel Cecil on May 6 Sir Bryan Leighton gave a demonstration of his device for safely launching lifeboats from large liners in rough weather. The apparatus consists of a chute, with a pontoon at one end, which can be swung out from the boat deck to the water. It is claimed that by this method it is possible to launch boats into any sea in which they can live.

The Hongkong General Chamber of Commerce are calling a meeting for 3rd proximo, which should prove of considerable interest to exporters of Chinese produce. As will be seen from our advertising columns, the meeting has for its object the forming of an association of exporters of Chinese goods under the auspices of the Hongkong Chamber. All native dealers are invited to participate in the contemplated arrangement.

A heavy storm struck the port of Antung on May 16 delaying all steamers and doing a very considerable amount of damage. The A.S. Hunan which had made the mouth of the river on the previous night was compelled to put to sea again in order to weather the gale, which was one of the worst experienced in Antung and district. Many lighters were sunk, the steamer was under water and an enormous amount of life and property was lost.

FUNERAL OF THE LATE MR. SCOTT.

The funeral of the late Mr. J. B. Scott, of Messrs A. S. Watson and Co., at Happy Valley yesterday, was attended by a large number of the deceased gentleman's friends in the Colony. The service was read by the Rev. Mr. Lawson. The chief mourners were Messrs E. R. A. W. and Jno. Miller, A. H. Mancoll, J. A. Tarrant, Henry Humphreys, and F. W. Stapleton, and among others present were Messrs J. R. Capell, A. P. Nobbs, N. K. Davidson, W. D. Sattou, H. S. Spurge, L. Guy, W. H. T. Boates, R. P. Phillips, Lau Chu Pak, and other representatives of the staff. The deceased was at one time W. M. of Zealand Lodge, and among the Masons present were Messrs Morris, Drew, W. H. Purcell, Scriven, Hamilton, Lloyd, Elphinstone and J. Vanstone. Capt. Milroy, Messrs J. Rodger and C. Bond, also attended. The large number of floral tributes laid on the grave were sent by The West-horse department, Messrs T. Chee, Whitelaw, L. Guy, the Victoria Dispensary, Mr. and Mrs. A. H. Mancoll, Hongkong (D) office Chinese clerks, Mr. and Mrs. A. L. Stein, R. P. Phillips, Zealand Lodge, Mr. and Mrs. E. W. Wooley, Messrs D. E. Clark, J. Miller, Marketh, T. Ramsay, J. A. Tarrant, Mr. and Mrs. Stapleton, Mr. and Mrs. Shepherd, Jno. Miller, Mr. and Mrs. Green, Messrs Nobbs and Spurge, Mr. and Mrs. Lau Chu Pak, Capt. and Mrs. Passmore, A. Stewart, D. Graham, Mr. and Mrs. Capell and others.

The action in the Supreme Court, before the Chief Justice (Hon. Mr. W. Rees Davies) in which the Wa Loong Cheung Kee firm claim from the Prussian National Insurance Co. of Stettin the sum of \$22,500 alleged to be due on three policies of insurance, reached its concluding stages this morning, when the Hon. Mr. Pollock, K.C., senior counsel for the defendants, commenced his address to the jury upon the evidence.

THE FIRE INSURANCE ACTION.

Concluding Stages of Long Trial.

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Mr. Pollock asked the jury to bear in mind that the burden was on the plaintiffs of proving the items of their claim. That was a very important preliminary point for them to bear in mind. He would address them regarding these items, each separate one of which plaintiffs would have to establish to the jury's satisfaction. The first item was the question of whether the plaintiffs had proved to the satisfaction of the jury that they paid \$7,750 for the stock of the Wah Cheung firm. The evidence of the cash books seemed conclusively against the statement of the managing partner of the firm, who was interested in this case, that when the policy was taken out there was \$7,750 worth of old Wah Cheung stock on the premises. He submitted that at the outset on this first item the plaintiffs case had broken down. It could not be said that the managing partner had made a mistake. Either he had come before the jury with the intention of deceiving them, or his statement was correct.

The next point was the question whether the plaintiffs had proved that there was on the night of the fire \$10,000 of silk in the back show-case in the shop. Could it possibly be believed, he asked, that as the plaintiffs said, after the first of the frame work of this show-case was left, when they had the evidence of Mr. Lammett, supported by a sketch made at the time, that the partitions were intact, and if this case had been stocked with silk and the partitions were not burnt out it was absolutely impossible that no traces of it should have been found. This question of the partitions he had a very important bearing upon the case. He thought it could be taken that neither Tam Kan nor the managing partner gave any satisfactory explanation of how the paper rolls found in the back show-case came to be upon the premises. These rolls were burnt to a considerable extent, but not so much as to prevent the jury from seeing that they were dummy rolls and had not contained silk. Mr. Lammett, an expert, gave it as his opinion that if the show-case had contained \$10,000 worth of silk it could not all have been burnt. Therefore he submitted that it did not contain this quantity of material.

A third question he was entitled to ask was, "Have the plaintiffs proved that there were six boxes and two cases of silk on the first floor on the night of the fire?" Evidence had been given, contradicting the statement of the managing partner on this point, and if the boxes had been stored, as was stated by Ho Cheung Ming, a few days after the fire, in the front part of the floor, they ought to have been there after the fire, for this part of the premises was not burnt.

Mr. Potter then turned to the question of four firms from which plaintiffs dealt, and stated that one of the witnesses said he could not find in Canton any firms at the addresses given in plaintiffs' books, and the King Lun shop was closed and two stalls were in front of the door.

Another curious thing was the remarkable way that chaps of these four firms were found mixed up with property belonging to the plaintiff firm at Kan U Fong.

The onus rested upon the plaintiffs to prove that the goods were upon the premises at the time of the fire. He asked the jury to say that there was sufficient evidence in this case to justify them, if this were a criminal charge, in saying that arson had been committed. That was that the premises had been wilfully set on fire by the willful act, or with the connivance of the insurer. How else did the premises get on fire? He put it to the jury that there were two ways against the plaintiffs.

No reasonable theory had been put forward which would account for the origin of the fire; secondly, he put it to them that plaintiffs had changed their evidence since they made their original statement.

The case was still proceeding when we issued our first edition.

VOLUNTEER NOTES.

A Semaphore Signalling Class will commence at Volunteer Headquarters at 6.30 p.m. on Friday, the 21st instant, and will be continued every Monday and Friday evening at the same hour until further notice. Both Infantry Instructions will attend. Members in possession of Signalling flags are requested to return them to Headquarters at once.

Signalling Class.

Sergeant A. Gregory is permitted to resign on leaving the Colony with effect from the 7th inst. Gunner D. McCrae is permitted to resign with effect from the 11th inst.

Private W. E. Lang is granted leave of absence for one year with effect from the 8th inst.

Volunteer Reserves.

All the members are invited to attend the Semaphore Signalling Class as mentioned above.

Members who have not already done so, are requested to return their flags to Headquarters at once at the annual presentation.

SOCIAL AND PERSONAL.

A Smoking Concert is to be held at the Phoenix Club on Saturday, 22nd June, commencing at 9 p.m.

Major R. S. Paul, 126th Baluchistan Infantry, has been detailed as visitor to the Detention Barracks next week. The duties of field officer of the week will be undertaken by Captain H. S. Hughes, 1st Bn. K.O.Y.L.I., with Captain S. L. Ralph, 8th Rajputs, next for duty.

Lieutenant-Colonel L. A. Hamilton has today given up the command of the 1st Battalion, The King's Own (Yorkshire Light Infantry), on completing the full period of four years in that appointment. Colonel Hamilton, who joined the service as a subaltern in 1883, has passed the whole of his regimental career in the K.O.Y.L.I. He was promoted Captain in 1891, Major in 1900, and Lieutenant-Colonel in 1908. Col. Hamilton will shortly return home to England.

THE FIRE INSURANCE ACTION.

Concluding Stages of Long Trial.

The action in the Supreme Court, before the Chief Justice (Hon. Mr. W. Rees Davies) in which the Wa Loong Cheung Kee firm claim from the Prussian National Insurance Co. of Stettin the sum of \$22,500 alleged to be due on three policies of insurance, reached its concluding stages this morning, when the Hon. Mr. Pollock, K.C., senior counsel for the defendants, commenced his address to the jury upon the evidence.

Mr. Pollock asked the jury to bear in mind that the burden was on the plaintiffs of proving the items of their claim. That was a very important preliminary point for them to bear in mind. He would address them regarding these items, each separate one of which plaintiffs would have to establish to the jury's satisfaction. The first item was the question of whether the plaintiffs had proved to the satisfaction of the jury that they paid \$7,750 for the stock of the Wah Cheung firm. The evidence of the cash books seemed conclusively against the statement of the managing partner of the firm, who was interested in this case, that when the policy was taken out there was \$7,750 worth of old Wah Cheung stock on the premises. He submitted that at the outset on this first item the plaintiffs case had broken down. It could not be said that the managing partner had made a mistake. Either he had come before the jury with the intention of deceiving them, or his statement was correct.

The next point was the question whether the plaintiffs had proved that there was on the night of the fire \$10,000 of silk in the back show-case in the shop. Could it possibly be believed, he asked, that as the plaintiffs said, after the first of the frame work of this show-case was left, when they had the evidence of Mr. Lammett, supported by a sketch made at the time, that the partitions were intact, and if this case had been stocked with silk and the partitions were not burnt out it was absolutely impossible that no traces of it should have been found. This question of the partitions he had a very important bearing upon the case. He thought it could be taken that neither Tam Kan nor the managing partner gave any satisfactory explanation of how the paper rolls found in the back show-case came to be upon the premises. These rolls were burnt to a considerable extent, but not so much as to prevent the jury from seeing that they were dummy rolls and had not contained silk. Mr. Lammett, an expert, gave it as his opinion that if the show-case had contained \$10,000 worth of silk it could not all have been burnt. Therefore he submitted that it did not contain this quantity of material.

A third question he was entitled to ask was, "Have the plaintiffs proved that there were six boxes and two cases of silk on the first floor on the night of the fire?" Evidence had been given, contradicting the statement of the managing partner on this point, and if the boxes had been stored, as was stated by Ho Cheung Ming, a few days after the fire, in the front part of the floor, they ought to have been there after the fire, for this part of the premises was not burnt.

Mr. Potter then turned to the question of four firms from which plaintiffs dealt, and stated that one of the witnesses said he could not find in Canton any firms at the addresses given in plaintiffs' books, and the King Lun shop was closed and two stalls were in front of the door.

Another curious thing was the remarkable way that chaps of these four firms were found mixed up with property belonging to the plaintiff firm at Kan U Fong.

The onus rested upon the plaintiffs to prove that the goods were upon the premises at the time of the fire. He asked the jury to say that there was sufficient evidence in this case to justify them, if this were a criminal charge, in saying that arson had been committed. That was that the premises had been wilfully set on fire by the willful act, or with the connivance of the insurer. How else did the premises get on fire? He put it to the jury that there were two ways against the plaintiffs.

No reasonable theory had been put forward which would account for the origin of the fire; secondly, he put it to them that plaintiffs had changed their evidence since they made their original statement.

The case was still proceeding when we issued our first edition.

THE NEW MOTOR CAR REGULATIONS.

To-day's Test Case.

At the Magistracy to-day, before Mr. E. A. Irving, cases brought under the new motor car regulations were heard.

The first which was heard was that in which C. Lauritsen was charged with driving a motor car on prohibited roads on June 10th.

Mr. Kemp (Crown Solicitor) prosecuted, while Mr. F. B. L. Bowley defended. Sergeant Appleton stated that on June 10th, at 4.52 p.m., he saw the defendant driving motor car No. 9 along Caine Road, going in a westerly direction, near Ladder Street. He took the number of the car.

Cross-examined by Mr. Bowley, witness stated that he was on the detective staff, but it lay with the whole of the police to see that the Ordinances of the Colony were carried out. On June 8th he was told by the Superintendent to warn the defendant and others that the new regulations had come into force.

Mr. Bowley: At the time you saw this car, was it being driven furiously or to the danger of the public?

The Witness: No, sir.

Were the occupants of the car behaving in disorderly or noisy fashion? No, sir.

Was the car creating a public nuisance of any sort? It was committing a breach of the regulations.

Was it creating a public nuisance at the moment when you saw it?—Well, there were three cars practically behind one another going along. It might have been a nuisance if any children had been in the road. There are sharp points just near the road there.

Was there any more risk in driving the car in the manner you saw it driven than there would have been if anyone had driven a dog-cart along there?—Well, a motor car drives faster than a dog-cart.

How fast was the car travelling?—About seven miles an hour.

Witness added that during the twelve years he had been in the Colony he had never heard of an accident with a motor car occurring in Caine Road. He had heard of accidents taking place in the Colony, but could not say exactly in what places. The licences produced were issued by the Captain Superintendent of Police. One permitted the defendant to let the motor car out for hire for one year up to June 30th next and the other to drive the car during the same period.

Re-examined by Mr. Kemp, the witness said regulations were issued in April, 1911, prohibiting motor cars from using certain streets. Other motor cars, in other places, had made themselves public nuisances.

Mr. Bowley (to defendant): Is there any other road, other than Caine Road, leading to the University which does not go through Chinatown?—No.

Mr. Bowley: No road reasonably suitable for carriages?—That is so.

Mr. Bowley: Have you ever met with an accident of any sort whilst driving along Caine Road?—Never.

Have you ever met with any accident whilst driving in Jubilee Road?—None.

Have you ever heard of any such accidents in Jubilee Road?—None.

Mr. Bowley then referred to a paragraph in the Blue Book regarding Jubilee Road, afterwards stating that it was a road 16 feet wide, its steepest gradient being 1 in 20.

Mr. Bowley (to defendant): Is it a road suitable for motor cars?

Defendant: Yes.

Is it, in your opinion, a reasonably safe road for a motor-car driven by a careful driver?—Yes.

Every motor car driver requires to be examined by the police as to his competency?—Yes.

And can revoke a licence at any time?—Yes.

What is the extreme width of your tugest car?

Defendant: Six feet.

The road is 16 feet wide, could two cars pass comfortably?—Quite comfortably.

Is the Caine Road suitable at any point, in your opinion, dangerous?—No.

Which route would you prefer to drive along, Caine Road route, or Des Voeux Road?—Caine Road.

Mr. Irving: It is safer? Yes.

Mr. Bowley: In the course of your driving, have you ever driven over any animals?

HONGKONG'S FIRE APPLIANCES.

A New Motor Tender.

Invites from Home.

A very valuable addition to the Colony's fire-fighting appliances was made yesterday when there arrived on the S.S. Moudmouth from Home a fine new motor tender for use at the Central Station.

The new tender, which was constructed by Messrs. Marryweather to specifications which had been specially drawn up to suit the needs of the Colony, is one of the most powerful; it not only absolutely the most powerful in the East, and its use will enable the firemen to reach the scene of an outbreak in whatever part of the Colony it may occur, in a very short space of time, with all the necessary appliances for tackling the flames.

In view of the hilly nature of the ground over which it will have to travel the tender has been powerfully engined, the motor being a 30 h.p. of the four cylinder type. It is fitted with dual ignition, and three speeds and reverse, and on top gear is capable of 35 miles an hour on the level. Some idea of the power of the engine can be gathered from the fact that though the vehicle fully equipped and carrying fourteen men weighs over six tons, it will climb the Peak at six miles an hour.

The tender carries, in addition to 4,000 feet of hose, stored in the body of the vehicle under the seats, and all the necessary fittings tools and connections, a specially constructed fire ladder extending to sixty feet. This is on wheels, and an ingenious system of automatic fastenings enables it to be attached and detached almost instantly.

The whole machine is splendidly built, and has a very strong appearance. The chassis is specially sprung, the front springs working on slide bars; the back wheels have double-rimmed tyres of the accepted motor-lorry type all four being solid.

It is expected that the tender, which has attracted large crowds of interested Chinese spectators to the Central Station, will go out for a trial trip to-morrow.

REVENUE OFFICER TEST CASE.

Cost Against Defendant.

In the Supreme Court this morning the Puisne Judge, Mr. Justice Gompertz, gave judgment as to costs in the test case taken to define the powers of Revenue Officers to arrest, taken by Yip Man against Chan Hing. His Lordship at the conclusion of the hearing awarded plaintiff \$5. His Lordship was for \$500. Mr. Chan appeared for plaintiff and Mr. T. M. Hodgson, Assistant Crown Solicitor, at the hearing.

His Lordship said the facts were simple, and so far as the law was concerned, were admitted. A man had no right to arrest another person when he had no power of arrest, and had no right to lay a charge on another person for a mere breach of a local ordinance. He gave \$5 damages for a technical assault, and none for the question of costs. Of course one had not been fined \$250 for smuggling lottery tickets, but the common law principle being that every man is entitled to liberty of his person, and shall never be deprived of it, except by law, he gave costs on the lowest scale.

NAVAL NEWS.

We much regret to report the death of A. Aldridge, Ldg. St. of H.M.S. Fame, who died in the R.N. Hospital yesterday after a long illness.

The funeral will take place at Happy Valley to-morrow.

H.M.S. Mind will probably sail on Monday morning.

H.M.S. Cambrian left to-day for Australia.

H.M.S. Janus returns to Hongkong to-morrow.

AN UNHEARD CASE.

In the Summary Court this morning the case was mentioned in which the Wo Fat Co. sued Fok Shuk Sun and others for the recovery of \$1,000. Mr. Lewis, for the plaintiffs, said they went to another solicitor first, and he framed the action wrongly. Instead of applying for leave to amend, the writ this solicitor consented to judgment being given against the plaintiffs with costs and leave to apply for the re-instatement of the action. The case had never been heard on its merits.

Mr. L. D'Almeida, for the defendants, said judgment was given because the first solicitor did not amend.

Mr. Lewis said the original claim was for money due to plaintiffs as a surety. He was suing for the cost of work done, an entirely different cause of action.

Mr. Lewis, in answer to his Lordship, said he thought the hearing of the case would take about a day, and his Lordship fixed the hearing for Monday, the 24th.

POLICE COURT ITEMS.

CONTRACTIONS.

At the Magistracy to-day three cases were heard in which persons were charged with obstructing the police.

Witnesses.

Fines were imposed upon Chinese for having without licence, in one of the cases it was stated by a police officer that stallholders had complained that persons such as the defendants were doing their business in the streets.

ACCIDENTS.

Two Chinese were sentenced to six months' hard labour for disturbing the peace of the neighbourhood by playing music in the streets.

Prisoners.

Two Chinese were sentenced to six months' hard labour for disturbing the peace of the neighbourhood by playing music in the streets.

Prisoners.

Two Chinese were sentenced to six months' hard labour for disturbing the peace of the neighbourhood by playing music in the streets.

Prisoners.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATE named—

DATE	VESSEL	TO	FROM	REMARKS
For	SEANGHAI, MOJI, KOBE, YOKOHAMA	To San Francisco	From Hongkong	17th June
For	SEANGHAI, MOJI, KOBE, YOKOHAMA	To San Francisco	From Hongkong	17th June
For	SEANGHAI, MOJI, KOBE, YOKOHAMA	To San Francisco	From Hongkong	17th June

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CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

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THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong	From Quebec
EMPEROR OF INDIA, Sat., June 22	'ALLAN LINE', Fri., July 13
EMPEROR OF JAPAN, Sat., July 13	'ALLAN LINE', Fri., Aug. 9
'MONTEAGLE', Sat., Aug. 3	'EMPEROR OF BRITAIN', Fri., Aug. 30

FROM LIVERPOOL	ARRIVE HONGKONG
To QUEBEC AND RAIL TO VANCOUVER	From YOKOHAMA VIA KOREA, NAGASAKI AND SHANGHAI
EMPEROR OF BRITAIN, Fri., Apr. 26	'MONTEAGLE', Sat., May 25
'ALLAN LINE', Fri., May 17	EMPEROR OF INDIA, Thurs., June 13
EMPEROR OF JAPAN, Fri., June 7	EMPEROR OF JAPAN, Thurs., July 4
'ALLAN LINE', Fri., June 28	'MONTEAGLE', Sat., July 27

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the latest wireless apparatus. Each Trans-Pacific steamer connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Emperor of Britain' and 'Emperor of Japan' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

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R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Saloon on Intermediate Steamer 'Monteagle' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic. Via Canadian Atlantic Port, 24s. Via New York, 24s.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION	STEAMERS	SAILING DATE
MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	IYO MARU, Capt. Takeda, Tons 7000	WEDNESDAY, 19th June, at Daylight
VICTORIA, B.O. & SEATTLE, VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	HIRANO MARU, Capt. R. Takeda, Tons 8000	WEDNESDAY, 3rd July, at Daylight
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 5th July, at Noon
SHANGHAI & KOBE	TOTOMI MARU, Capt. A. Mocker, Tons 4000	MONDAY, 17th June
SHANGHAI, MOJI AND KOBE	TORA MARU, Capt. Sato, Tons 6000	WEDNESDAY, 19th June
BOMBAY, VIA SINGAPORE, COLOMBO AND COLOMBO	COLOMBO MARU, Capt. Y. Kamohita, Tons 5000	MONDAY, 24th June
KOBE & YOKOHAMA	KAMO MARU, Capt. Sumner, Tons 3000	WEDNESDAY, 19th June, at 6 p.m.
NAGASAKI, KOBE AND YOKOHAMA	YAWATA MARU, Capt. Sekine, Tons 5000	24th WEDDAY, 24th July

CALCUTTA LINE.

SINGAPORE, PENANG, RANGOON & CALCUTTA	JINSEN MARU, Capt. Machida, Tons 4000	(SATURDAY, 29th June)
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REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1912.

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$135	\$122	\$108	\$95
2nd class \$81	\$75	\$65	\$57

With option of Rail between Steamer's calling ports in Japan.

For Further Information as to Freight, Sailings, &c., apply to Telephone Nos. 222 & 1941.

T. KURUMOTO, Manager.

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? Going Home ?

A Holiday at Home, and a way to get there that's a holiday.

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco, £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

Steamers:

Korea	18,000 Tons	Starting June 18th, at 1 p.m.
Siberia	18,000	July 2nd, at 1 p.m.
China	12,000	July 9th, at 1 p.m.
Manchuria	27,000	July 16th, at 1 p.m.
Nile	11,000	July 30th, at 1 p.m.
Mongolia	27,000	Aug. 6th, at 1 p.m.
Persia	9,000	Aug. 27th, at 1 p.m.
Korea	18,000	Sept. 3rd, at 1 p.m.

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SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 21 KNOTS. Displacement 21,000 Tons.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER.

Speed 18 KNOTS. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Captain	Date of Sailing
Shinyo Maru	H. S. SMITH	Tuesday, 25th June, at Noon.
Chiyo Maru	W. W. GERRARD	Tuesday, 23rd July, at Noon.
Nippon Maru	A. G. STEVENS	Tuesday, 13th AUGUST, at Noon.
Tenyo Maru	E. BERT	Tuesday, 20th AUGUST, at Noon.

The S.S. SHINYO MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, the 25th June, at Noon.

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The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

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Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
Kiyo Maru	Tuesday, 6th Aug., at Noon
Buyo Maru	FRIDAY, 4th OCTOBER, at Noon
Hongkong Maru	TUESDAY, 3rd DECEMBER, at Noon

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

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TAKING CARGO at through Rates to all European, North Continental and British Ports, also to India, Oceania, Mexico, Central and South America.

TEXT SAILINGS FROM HONGKONG

Overland	Homeward
For SHANGHAI, KOBE & YOKOHAMA	For Rotterdam, Hamburg & Antwerp
S.S. SILEBIA, 30th June	S.S. BAYERN, 15th June
S.S. TURST BULOW, 1st July	For Rotterdam, Hamburg & Antwerp
S.S. GOLDENFELS, 1st July	S.S. LIBERIA, 28th June
S.S. GUYVIA, 1st July	For Rotterdam, Hamburg & Antwerp
	S.S. BADENIA, 30th June
	For Havre, Bremen & Hamburg
	S.S. ALBERT, 1st July
	For Rotterdam, Hamburg & Antwerp
	S.S. BRAGLIA, 1st July

For further Particulars apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	TO SAIL
SHANGHAI	WINGSANG	SATURDAY, June 15, Daylight
MOJI	WINGSANG	SATURDAY, June 15, Daylight
MANILA	YUENSANG	SATURDAY, June 15, at 2 p.m.
CHINWANTAO	ONSANG	MONDAY, June 17, at Noon
MANILA	LOONGSANG	SATURDAY, June 22, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 21 days).

THE steamers Kiang, Namang and Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the Laikang and Kuwang leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Fungtse, Fookang, Chufu, Tientsin, via Chinwanto.

For Freight or Passage, apply to Telephone No. 215.

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BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. ITINDA, 5251 tons, Captain J. KENNEDY, will be despatched for YOKOHAMA & KOBE on the 20th June, at Daylight. To be followed on the 5th July by S.S. FULFALA, 4184 tons, Captain H. CHIDLEY, taking cargo and passengers at current rates.

WESTWARD

The S.S. ITOLA, will leave Hongkong for SINGAPORE, PORT SWET, TENHAR, PENANG and RANGOON on the 19th June, at Noon, followed by the S.S. MUTTRA, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

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JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215. Hongkong, February 9, 1912.

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	Date of Departure
SHANGHAI, KOBE AND YOKOHAMA	PEMBROKESHIRE	about 24th June
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	about 30th June
LONDON & ANTWERP	MONMOUTHSHIRE	about 15th July
SHANGHAI, KOBE AND YOKOHAMA	CARMARTHENSHIRE	about 21st July

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

* Does not carry passengers.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 15, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	LIYAN	June 15, Midnight
HAIPHONG	SINGAN	June 16, at 7 a.m.
MANILA, CEBU & ILOILO	TEAN	June 18, at 4 p.m.
SHANGHAI	CHIEHUA	June 20, at 4 p.m.
SHANGHAI	ANHU	June 22, Midnight
MANILA, CEBU & ILOILO	KALONG	June 25, at 4 p.m.

NEW SERVICE

SHANGHAI TO ANTUNG direct, leaving Shanghai on alternate Wednesdays.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tea' & 'Taming'. Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck; aft; Saloon accommodation of S.S. 'Taming' is situated on deck; aft; Electric Fans fitted.

SHANGHAI LINE. FAST SCREW STEAMERS—(S.S. Anhui, Chanan, Linan, Chinghai)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

REDUCED FARES: Single \$45 Return \$75.

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NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	DEUTSCHENDEUTSCHER	WEDNESDAY, 20th June, at Noon
SHANGHAI, TSINGTAU, YOKO, KOBE & YOKOHAMA	Capt. H. Rehm	WEDNESDAY, 20th June, at Noon
MANILA, ANGAUR, YAP, PRINZ SIGISMUND, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	Capt. T. Lenz	SATURDAY, 15th June, at 6 p.m.
KOBE & YOKOHAMA	PRINZ WALDEMAR, Capt. H. Bruns	MONDAY, 18th June, at 10 a.m.

ALL Claims must be presented within 30 days after the date of arrival of the steamer, and after that date they must be accompanied by a receipt from the steamer's agent. No claims will be admitted after 30 days after the date of arrival of the steamer, and after that date they must be accompanied by a receipt from the steamer's agent. No claims will be admitted after 30 days after the date of arrival of the steamer, and after that date they must be accompanied by a receipt from the steamer's agent.

For further Particulars apply to

Norddeutscher Lloyd, MELOHNS & CO., General Agents, Hongkong & China.

Shipping

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR MANILA, ANGAUR, YAP, FRIEDRICH WILHELMSHAFEN, RASAU, BRISBANE AND SYDNEY.

THE Steamship PRINZ SIGISMUND, Captain D. Lenz, (ready to load on Friday, a.m.), will leave on SATURDAY, the 15th inst., at 6 p.m.

For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELOHNS & CO., General Agents.

Hongkong, June 12, 1912. 775

NORDDEUTSCHER LLOYD, BREMEN.

N.O.T.I.C.E.

FOR JESSELTON, RUDAT AND SANDAKAN

Taking Cargo at Through Rates to PAWAO, LABAD DATU, LABUAN, JOLO & MENADO.

THE Steamship BURNES, Captain F. SUMMERS, (ready to load on Friday, a.m.), will leave on SUNDAY, the 16th inst., at 10 a.m.

For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELOHNS & CO., General Agents.

Hongkong, June 12, 1912. 769

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, GYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BAHIA, PERSIAN GULF, OCEANIC, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ARCADIA, Captain S. BARNHAM, carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 22nd June, 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship MORA, 11,000 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo to the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay by the S.S. Calcutta due in London on the 1st August, 1912.

Passage will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to H. W. D. SEALLARD, Acting Superintendent.

Hongkong, June 8, 1912. 771

Notices to Consignees

PACIFIC MAIL, (STEAMSHIP CO.)

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN, PEKING & MANILA.

CONSIGNEES of Cargo per Steamship KOREA.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading to the undersigned, and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge of the vessel and stored at Consignees' risk and expense.

Cargo remaining on-board after TUESDAY, 13th June, 1912, at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from Consignees' Godowns.

Cargo remaining undelivered after TUESDAY, 17th June, 1912, at Noon, will be subject to rent and landing charges.

No Fire Insurance, whatsoever, will be effected.

All claims and otherwise damaged cargo will be examined at the above Consignees' Godown on SATURDAY, June 15, 1912, at 10 a.m.

All claims must be filed over before July 10th, 1912, otherwise they will not be recognized.

FRED J. HALTON, Agent.

Hongkong, June 10, 1912. 77

AMERICAN & ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship INDRAVELL, Captain F. E. G. WINE, having arrived from the above Port, Consignees of Cargo are hereby informed that the Goods are being landed at their risk and expense at the Godown of the HONGKONG & SHANGHAI STEAMSHIP CO., Ltd., at 10 a.m.

All Claims must be presented within 30 days after the date of arrival of the steamer, and after that date they must be accompanied by a receipt from the steamer's agent. No claims will be admitted after 30 days after the date of arrival of the steamer, and after that date they must be accompanied by a receipt from the steamer's agent.

For further Particulars apply to

Norddeutscher Lloyd, MELOHNS & CO., General Agents, Hongkong & China.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Hongkong	Connecting Steamers from Colombo to MARSEILLES and LONDON	Due MARSEILLES (Brindisi 3 days earlier)	Due LONDON (1 day later)
ARCADIA	7000	MOORE	July 21	July 27
ASSAYE	7500	MARMORA	Aug. 4	Aug. 10
DEVANHA	8000	MOLDAVIA	Aug. 18	Aug. 24
DELTA	8000	MALWA	Sept. 1	Sept. 7
INDIA	8000	HIMALAYA	Sept. 15	Sept. 21
ARCADIA	7000	MEDINA	Sept. 28	Oct. 4
ASSAYE	7500	MALWA	Oct. 12	Oct. 18
DEVANHA	8000	MOOLTAN	Oct. 26	Nov. 1
INDIA	8000	MACEDONIA	Nov. 9	Nov. 15

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved, in Hongkong at the time of booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Tonnage	Leave Hongkong	Due LONDON
GYRIA	7000	June about 23	August 2
NORE	7000	June 28	August 10
SIMLA	6000	July 10	August 24
NUBIA	6000	September 4	October 19
SARDINI	7000	September 18	November 28

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £75.0 SINGLE £110.0 RETURN.
2nd £53.10 £83.4

For further particulars apply to H. W. D. SHALLARD, Acting Superintendent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	STEAMERS	CAPTAIN	To Sail.
SHANGHAI, KOBE and YOKOHAMA	OCEANIAN.	MAJES.	about June 17, P.M.
MARSEILLES, Via Ports	NERA.	CASANOVA.	June 18, at 1 P.M.

TRANS SHIPPING on the Co's Steamers at SINGAPORE (K. BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to P. THOMAS, Agent, QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
HAITAN	Capt. J. S. Rouch	FRIDAY, 14th June, at 11 A.M.
HAIFANG	Capt. J. W. Evans	TUESDAY, 18th June, at 11 A.M.
HAICHING	Capt. W. C. Fawcett	FRIDAY, 21st June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

STEAMERS	CAPTAIN	LEAVING
HAIMON	Capt. A. H. Stewart	SUNDAY, 16th June, at 10 A.M.
		WEDNESDAY, 19th June, at 11 A.M.

During the months of June and July—Return Tickets available for three months will be issued at a reduction of 20% on the usual rate to FOOCHOW.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

PHILIPPINE STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
SAFIRE	4,000	M. C. Smith	Manila, Mangrove, Iloilo & Cebu	THURSDAY, June 20, at 4 p.m.
SUBI	4,000	S. A. Crosby	Manila, Mangrove, Iloilo & Cebu	FRIDAY, June 21, at 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Shipping

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND (Or.), via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

For MANILA.	For VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND (Or.).
HERCULES	HERCULES

July 2nd. July 2nd.

To be followed by other steamers of the Company at regular intervals. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports. Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates or Freight or Passage apply to THE BANK LINE, LIMITED, KING'S BUILDING, PRINCE CENTRAL.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

Next Sailing.

From HONGKONG. 22nd June. s.s. 'Salamis' 10th July.

The S.S. 'SALAMIS' has splendid Saloon accommodation for Passengers. For Rates and further information, apply to THE BANK LINE, LIMITED, (MANAGING AGENTS), HONGKONG, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

The Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

FROM HONGKONG connecting with Company's Steamer at CALCUTTA.

For rates of Freight and further particulars apply to THE BANK LINE, LIMITED, (MANAGING AGENTS).

New Line of Steamers South African Ports.

ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIC, 3,000 tons, to be despatched second half of August.

And regularly thereafter.

For rates of Freight or regularly Passage apply to THE BANK LINE, LIMITED, (MANAGING AGENTS).

Hongkong, August 28, 1911.

THE EASTERN & STEAMSHIP CO. LIMITED.

AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	June 28	June 22nd, at Noon
ST. ALBANS	July 26	July 20th, at Noon
EASTERN	Aug. 9	Aug. 17th, at Noon
ALDENHAM		Aug. 31st, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

HONGKONG-BOSTON & NEW YORK.

AMERICAN ASIATIC S. S. CO.

FOR BOSTON & NEW YORK, via PORTS AND SUEZ CANAL.

(With liberty to call at Malabar Coast and to proceed via Cape of Good Hope).

S.S. INDRAMAYO, On 3rd July, 1912.

For freight and further information apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, June 4, 1912.

Shipping

RUSSIAN VOLUNTEER FLEET.

THE Steamers of the RUSSIAN VOLUNTEER FLEET will call at Hongkong twice a month regularly.

First-class steamers manned by European crews only. Low passage rates. Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and fresh water baths. First-class cuisine. Medical attendance and medicines free on board.

NEXT PROJECTED SAILINGS FROM HONGKONG:

OUTWARD BOUND.	HOMEWARD BOUND.
VIA NAGASAKI, VLADIVOSTOK.	VIA SINGAPORE, PENANG, COLOMBO, JINTE, HODRIDA, JERA, PORT SAID, BEBOUT, CONSTANTINOPLE, TREBONIA, BATUM, ODESSA.

The S.S. "PERM," 4,149 R.T. Commander J. Kahani, will call at Hongkong on or about 29th of June.

The S.S. "KOURSK," 6,400 R.T. Commander G. Padalka, will call at Hongkong, at the end of June.

N.B.—The exact day of calling of both steamers at Hongkong will be published after receiving the telegrams about their leaving last ports.

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok-Tsura and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express Trains. Also a line between Vladivostok and Kamshatka and Saghalin ports.

For Freight, passages and further particulars, apply to CAPTAIN D. A. LUKHMANOFF, Agent, Hotel Mansions, Nos. 121 and 14, Third Floor. Office Telephone No. 1234. Residence Telephone No. K 60. Hongkong, May 30, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

S.S. AFRICA, 8840 tons, will leave as above on June 19th, at 5 p.m.

Superior accommodation for 1st and 2nd Class and Steerage passengers. Cheap rates. Hongkong—Trieste Venice 220 1st class, 238 2nd class. No surtax, no tips, no inside cabins, excellent cuisine. Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI, S.S. KOEBER, 9900 tons, will leave as above on the 5th July.

MONTHLY ORDINARY SERVICE, S.S. SILESTIA, 13,850 tons, will leave for YOKOHAMA & KOBE, via SHANGHAI about 29th June.

S.S. PERSIA, 12,900 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUEZ, PORT SAID, on 2nd July.

These steamers are fitted with comfortable One class accommodation for Saloon passengers. Cheap rates. Hongkong—Trieste Venice £43 no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED. Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to SANDER, WIELER & CO., Agents, PRINCES BUILDING.

Hongkong, January 3, 1912.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION.)

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Keelung, Shanghai, Moji, Kobe, Yokkaichi & Yokohama	CANADA MARU,	6064	Tuesday, 25th June, at 1 p.m.
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokkaichi & Yokohama	TACOMA MARU,		Thursday, 11th July, at 1 p.m.

1st-class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco, G. \$110

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
TAMSIU via SWATOW & AMOY DAIGI MARU,		SUNDAY, 16th June, at Noon.
FOOCHOW via SWATOW & KALIO MARU,		WEDNESDAY, 19th May, at Noon.
AMOY		
ANPING via SWATOW & ROSHU MARU,		WEDNESDAY, 26th June, at 10 a.m.
AMOY		

N.B.—'Kaio Maru' will arrive at, and depart from Soon Yip Co.'s Wharf, (near the Harbour Office, Prince Central).

Fair speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

S. HIROI, Manager

"HONGKONG'S MUSICAL HISTORY"

BY H. L. O. GARRETT.

Being a re-print of series of articles that appeared in the CHINA MAIL.

PRICE 50 cents

Notices to Consignees

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES. FROM NEW YORK.

THE Steamship KANSAS, Captain R. L. LITTLE, having arrived from the above Port, Consignees of Cargo are hereby informed that an Arrance bond is lying at the Office of the Underigned for their signature, and that their Goods are being landed at their risk into the Godowns of the Insurance and Godown Wharf, and stored at Consignees' risk and expense.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to sale.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, June 13, 1912.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ RITEL FRIEDRICH, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable articles are being landed and stored at their risk into the Godowns and/or outside Godowns of the Insurance and Godown Wharf and Godown Company, Limited, Kowloon & West Point Godown, whence delivery may be obtained.

Optional Cargo will be forward on unless intimation is received from the Consignee before Noon 10-day requesting it to be landed here.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 15th of June will be subject to sale.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 19th of June, at 9.30 a.m.

All claims must reach us before the 26th of June, 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underigned.

This Steamer brings Cargo: Ex. a.s. Admiral & G. Warmann from Zanzibar via Aden.

NORDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, June 12, 1912.

THE BANK LINE, LIMITED.

S.S. 'CLAN MACIVER' FROM PORTLAND, OR. & SEATTLE.

THE above steamer having arrived, Consignees of cargo are hereby notified Bills of Lading are to be sent in at once for counter signature and delivery of their cargo to be taken from alongside immediately. Cargo impeding discharge will be discharged into Kowloon Godown Lighters at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

THE BANK LINE, LIMITED, Hongkong, June 11, 1912.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Namazong, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside the discharge or re-stowing on board after 4 p.m., this 11th inst. will be loaded at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, June 10, 1912.

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

每日字報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

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5, WASHINGTON STREET, HONGKONG.

CHINA MAIL.

Typhoon Map & Guide.

PRICE 40 cents

